

State Road Department of Florida---Florida Highway Patrol

VOLUME 10  
NUMBER 11

OCTOBER 1942



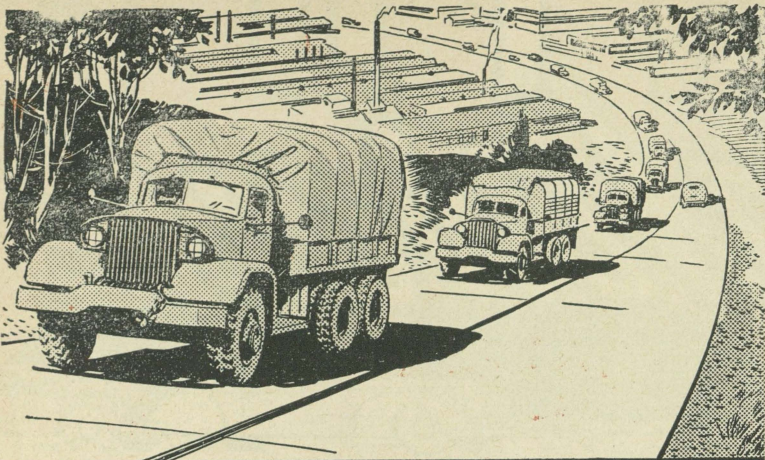
## FLORIDA'S "EXECUTIVE MANSION"

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A splendid example of Georgian-Colonial architecture.

See Story Page 6





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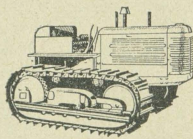
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# Transactions of Meeting of Florida State Road Department

## HELD IN ORLANDO SEPTEMBER 28

A regular meeting of the State Road Department of Florida was held in Orlando, September 28, 1942, with the following members and officials in attendance:

Thos. A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Bas-kin, Secretary; L. A. Fraleigh, Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, E. C. DeGarmo, Asst. Highway Engineers; E. S. Fraser, Bridge Engineer; J. W. Allen, J. R. Slade, H. H. McCallum, N. S. Emery, W. D. Le-veille, Division Engineers; Thos. A. Shackelford, Attorney; Pat Shannon, As- sistant Attorney; R. J. Waterston, Audi- tor.

### WELCOME TO ORLANDO

The Members of the Department and the officials and engineers in attendance upon the meeting were made welcome to Or-

lando by Judge John G. Baker, who ex- pressed the wish that they might have a pleasant stay in the city and make an early return trip there.

### APPROVAL OF MINUTES

On motion of Mr. Ward, seconded by Mr. Stockton, the minutes of the meeting held at Jacksonville on August 24 were ap- proved.

### MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Lindsey, seconded by Mr. Ward, the following expense accounts of the Members were approved and or- dered paid:

Stockton	\$ 5.00
Stockton	14.85
Stockton	14.25
Townsend	55.80
Townsend	10.00
Lindsey	39.25
Lindsey	7.05

Ward	52.25
Ward	4.10
Johnson	37.25
Johnson	14.44

### APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due advertise- ment, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLV- ED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

Project	Road	County	Contractor	Amount
<b>Bids received 7/16</b>				
DA-WR 2-A (1)				
DA-NR 6 (1) DA-NR 7 (1)	341	Escambia & Santa Rosa	Nconan Construction Co.	\$ 59,545.60
<b>Bids received 8/18</b>				
FS-Fla 2(1)	FS	Franklin	Hooper Construction Co.	538,706.47
<b>Bids received 9/2</b>				
FS-Fla 3(1)	FS	Monroe	Belcher Oil Co.	613,501.77
On motion of Mr. Stockton, seconded by				
<b>Project &amp; Road</b>				
5134 (4)—363		Duval		
5002(4)—164		Hendry		
AN-FAGM-WPGM-				
121-B(1) (ON)—341		Escambia	Smith Eng. & Constr. Co.	1,154.40 Increase
5621 (1)—341		Highlands	M. C. Caddell	888.03 Increase
95-E(2) & 95-F(2) FA—81		Levy	Duval Eng. & Contr. Co.	495.25 Decrease
5101(3)—26		Broward	E. A. Pynchon	10,001.39 Decrease
92-E(1) & 92-A(2) FA—500		Taylor	H. E. Wolfe Constr. Co. & L. B. McLeod Constr. Co.	565.44 Decrease
AN-FAS-65-B(2) FA—70		Brevard	Ebersbach Constr. Co.	58.45 Decrease
AN-FA 121-A(1)—341		Escambia	Noonan Constr. Co.	49.00 Decrease

### GOVERNOR'S CREEK BRIDGE—ROAD 3 APPLICATION TO WAR DEPARTMENT

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED, that the Chairman be and he is hereby authorized to make application to the War Department for their approval of the reconstruction of a bridge over Governor's Creek at Green Cove Springs, Road 3, Clay County, Flori- da, which said bridge shall be constructed according to the plans submitted by the Department.

### OKALOOSA COUNTY—ROAD 41 CANCELLATION OF R/W CONTRACT BOND

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that United States

Fidelity & Guaranty Company is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Okaloosa County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 6th day of April, A. D. 1935, in the penal sum of \$1,000.00, concerning the acquisition by said County of rights of way to this De- partment for Project No. 156, of State Road No. 41, and said surety bond is here- by terminated and canceled.

### REQUESTS AND AUTHORIZATION FOR OBTAINING RIGHT OF WAY

Routine resolutions requesting that right of way be obtained on the following proj- ects were adopted:

Duval County—Road 140—Project 5664.
Duval County—Road 204—Project 196-C.
Duval County—Road 553—Project 4500.

Franklin County—Road 12—Project 812-C (5152).
Lee County—Road 184—Project 4516.
Lee County—Road 274—Project 4520.
Santa Rosa County—Roads 557 & 558—Project 5689.
Seminole County—Road 44—Project 5535.
Seminole County—(City of Sanford)—Park Street.

### RENEWAL OF LEASE ON BRIDGE OF LIONS

On motion of Mr. Ward, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the Chairman and Secretary of this Department be and they are hereby authorized and directed to execute on behalf of this Department, renewal of the lease of the Bridge of Lions, St. Augustine, for the year begin- (Continued on page 12)

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# FLORIDA HIGHWAYS

Official Publication State Road Department—Florida Highway Patrol

Authorized medium of Motor Vehicle Division and other State departments.



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Jack F. Townsend, Sr., *Member*.....Lake Wales  
James R. Stockton, *Member*.....Jacksonville  
O. G. Lindsey, *Member*.....Miami  
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R. J. Waterston, Jr., *Auditor*.....Tallahassee  
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*Highway Patrol Office*  
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*Highway Patrol Office*  
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*Highway Patrol Office*  
Sergeant Tobe A. Bass.....Ft. Myers  
*Highway Patrol Office*

VOLUME 10

OCTOBER 1942

NUMBER 11

J. E. ROBINSON.....  
SAM ELLIS.....

*Publisher*  
*Editor*

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the Editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

Notice of change of address should be given to Florida Highways, Winter Garden, Florida, two weeks in advance of the date of publication of the next issue.

Address all correspondence to Florida Highways—not to individuals.

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# FLORIDA FOURTH ESTATE

## The Highway Patrol

Newspapers throughout the State have "come to the rescue" of the Florida Highway Patrol, recently attacked by a member of the legislature later proven to have been a victim of a patrolman after a traffic violation. One of the most noteworthy defenses of the patrol was that of Allen Morris, political editor of the *Miami Herald*, who told the real story behind the attack. However the defenses of the patrol by newspapers which had no inkling of the alleged cause behind the attack, but which considered the matter only from the standpoint of safety and economy, are interesting.

Under a heading "We Hope Not!" the *St. Cloud Tribune* says:

"Suddenly aroused discussion of using the present economy wave to slice the State Highway Patrol out of the law-enforcement picture savors of some of the old-time politics 'like our sheriffs used to do.'"

"We hope not. We hope our sheriffs have learned that county lines tie the hands of sheriffs too often to return to the days when there was no State patrol. Sort of like the *DeFuniak Springs Breeze* says:

"The patrol's ability to work without regard to county lines is necessary for proper enforcement of traffic laws, and the only too often petty county 'politics' are eliminated in the performance of their duty. We are too enthusiastic about the establishment of Florida's Highway Patrol to have any sympathy for fake economy in abolishing the patrol. . . ."

"Florida needs the patrol. We can't afford to stifle it now. It must be maintained—to be ready for the future—if for no other reason."

The *Breeze's* editorial, quoted above, continued to say: "We all know that economic measures are necessary, now more than ever, throughout all State departments, but abolishing the State Highway Patrol does not coincide with our idea of economy. With the traffic incidental to our war production in Florida, the State patrol is filling an important and vitally necessary place."

After expressing himself along the same lines, the editor of the *West Orange News* says:

"Any consistent user of the highways in Florida a few years ago well remembers conditions then and a year ago before gas and rubber took thousands of cars off the highways and slowed the greater majority of those still lucky enough to travel by automobile. Before shortage of rubber slowed down most of our motorists, all that was needed to accomplish the same purpose was for a patrol car to appear in the distance. That, and the patrol's record of arrests for drunkenness, recklessness, stoppage of overloaded trucks and removing cars mechanically dangerous from the highways contrib-

utes to safety and saving of our highways.

"We are of the opinion that the highway patrol can still be of service, for there are many cars on the highway with unsafe tires and fools under the steering wheel. These speeders and the 'just-one-bottle-of-beer' drivers will always be with us and the only effective check on them is the patrolman."

There seems to be some objection to Governor Holland removing lawbreaking county officials. The objection, however, is not with the lawabiding people.—*Clermont Press*.

## Parole Commission

After six months of operation, the Florida Parole Commission appears to have met with general approval, this coming on top of a widespread editorial comment on the commission's work soon after it outlined its policy and began operations.

Says the *Florida Times-Union*:

"Statistical information covering the work of the Florida Parole Commission for the period January 1-July 31, this year, gives proof of the wisdom of establishing this agency to deal in a modern way with a problem that is as old as mankind. But as noteworthy as the statistics show the record to be, the real significance of the commission's work lies beyond the enumeration of parolees and probationers and the savings to Florida taxpayers. It is in the human values that are concerned, in the hope that has been restored to men and women—hope of the transgressors of society's rules and hope of their families and other kinsmen; hope that atonement may be made for the momentary slip that brought trouble, and a place of usefulness be regained.

"Look for the real significance between the lines of the story which reveals that during the seven-month period the commission had on its lists 360 parolees and 202 probationers, not including 342 men and women technically under its supervision as probationers in Dade and Duval Counties where special officers are on duty under gubernatorial appointment by special legislative enactments.

"These people earned during the seven months \$74,364.94, of which \$59,541.64 was reported as having been used by the parolees and probationers for support of themselves and their dependents, the latter numbering 490. In this way they accomplished an objective about which criminologists have been talking for decades: How can a prisoner be made to contribute to his own support and that of his family?

"That was achievement both economically and sociologically important, but it was only one phase of the favorable results of the commission's work. A saving of \$113,967 more than the commission's appropria-

tion of \$71,650 was made for the State through its handling of the 568 men and women under its supervision.

"Extent to which these people have returned to the normal channels of life and the part they are making in everyday affairs is indicated in the statement that included among the parolees are 13 men in the armed forces of the United States, and the commission is relinquishing from its supervision during military service any parolees found eligible for such service.

"As to occupations, 85 parolees are working on farms, 28 are turpentineing, 20 are working on defense projects, three are able-bodied seamen, four are expert welders, four are at work in shipbuilding plants, 66 are day laborers, and others are scattered through many trades and lesser jobs running all the way from domestic servants to radio technicians.

"No governmental agency is doing a more important work in Florida than that of the Parole Commission. Chairman Francis R. Bridges, Jr., and others of the commission personnel are to be congratulated and at the same time urged to continue their good work which means so much to so many people who have fallen victims of a temporary lapse in their mental processes."

\* \* \*

The report of the commission, says the *Leesburg Commercial*, shows two sides—humane and material.

"On the humane side are 202 probationers reporting directly to the commission or its special representatives and 343 in Dade and Duval Counties under special officers appointed by the governor.

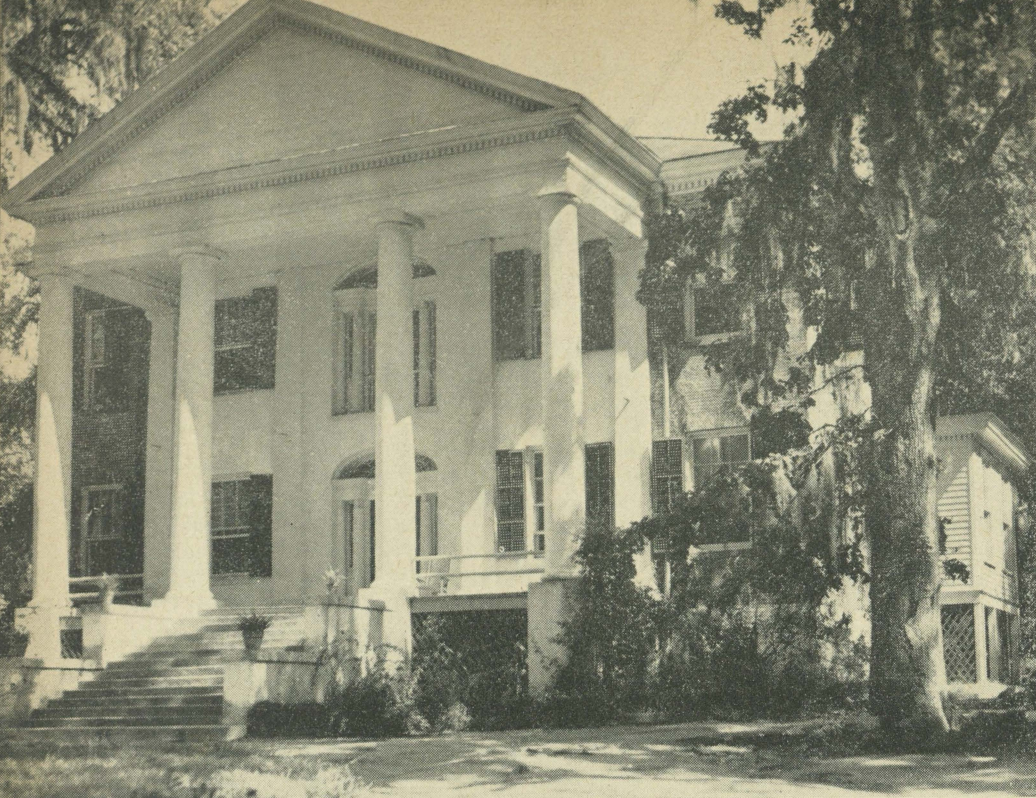
"On the financial side the commission has saved the State in that six months over \$92,500 gross or over \$57,500 net. Besides, parolees have earned \$74,364.94 in that period. The commission has held its expenditures \$3,500 under its budget."

\* \* \*

From the *Southwest Floridian* (Ft. Myers):

"I have advocated the adoption of a patrol system in Florida for many years, and when the 1941 legislature adopted this plan, I was pleased, and hoped that the right men would be chosen for the Patrol Commission. It seems that that is what happened, and now after a six months' period following the organization of the patrol commission, they report that there had been 360 persons paroled, and 202 probationers were out of the prison under control of the commission. This shows a saving to the State of \$185,617 per year for the care of these parolees and probationers, or a net saving of \$113,967 over the appropriation for the operation of the Parole Commission. The Parole Commissioners Francis Bridges, Joseph Y. Cheney and James Vocelle seem to have done a good job in their first year's work."





The Call Mansion, on First avenue at the head of North Adams street, was built by the Honorable Richard Keith Call as a home for his bride, and occupied by him during his two terms as Territorial Governor, 1836-39 and 1840-44. It is now the property of State Senator Leroy Collins, whose wife is a descendant of Governor Call.

# The Governor's Mansion

By George H. Clements

THE EXECUTIVE mansion, as the official home of the governors of Florida in Tallahassee, is called is one of the finest examples of Georgian-Colonial architecture to be found not only in Florida but throughout the entire South, in the judgment of architectural experts competent to express opinions regarding architectural excellence and beauty. It is an architectural gem. It should be a "must see" on the itinerary of every visitor to the State.

Occupying, as it does, an entire block of beautifully landscaped grounds at the head of Adams street, one of the main thoroughfares of the Capital City, its gracefully designed and porticoed facade presents a picture which is not soon forgotten by even the casual visitor, much less the citizens of Florida to whom it gives an added pride in the State of their nativity or adoption.

Florida has not always had such an ornate structure in which to house its chief executives. While it acquired territorial status under General Andrew Jackson in 1821, immediately following its acquisition from Spain, and entered the sisterhood of States

in 1845, it was not till 1906, during the regime of Governor Napoleon Bonaparte Broward, that steps were taken to provide a building of a

beauty and dignity commensurate with the standing of the State, as the home of its governors during their respective terms of office.

It is true there had been for many years some desultory discussion of the question of providing a suitable "governor's mansion" but it did not take definite shape till during Governor Broward's administration. In this connection it may be said that then, as now, there was a formidable minority of the citizens of the State who frowned upon anything like what they called "wasting the taxpayer's money" upon an ornate building to be used only as a place of residence by the governors while in office. Up to that time and that included the earlier years of Governor Broward's term, the governors had lived in less pretentious buildings which they either built or rented and paid for out of their own personal funds.

However, Governor Broward brought the matter to a head and, with a majority of the legislature lined up with him, secured the appointment of a committee with authority to acquire a site and prepare plans and award contracts for the erection of a suitable building to be used as a home for future governors of the State. This committee met finally, the evening of April 17, 1906 to accept the plans for the building

The Williams House, at 419 North Calhoun street, was the home of General J. G. Foster, military governor in 1865 and then by Provisional Governor William Marvin, appointed by President Johnson during Reconstruction days.





prepared by H. J. Klutho, an architect living then as now, in Jacksonville, and to award the contract for the erection of the building to O. C. Parker of Tallahassee, for \$23,462.00, which later was scaled down to \$21,242.00 for some reason which does not appear in the minutes of the meeting.

The block bounded on the north by First avenue, on the east by Adams street, on the south by Brevard avenue and on the west by Duval street, was designated as the site. It should be said in this connection, that of the site, which comprises a whole block consisting of eight city lots, four of the lots were contributed, free of charge, for the purpose indicated, by George W. Saxon, at that time one of the leading bankers of Tallahassee.

When the \$21,242.00 paid the contractor for the erection of the building and the free gift of one-half of the site are taken into consideration in light of present day prices, there is a very general disposition to believe that the State of Florida did not pay an exorbitant price for the beautiful governor's mansion as it now exists, 35 years later.

When Governor Broward established his family in the new mansion early in January of 1907, but two floors of the structure had been completed. The third floor was left in an unfinished state and used rather gen-

erally by succeeding occupants for storage space, filled with odds and ends constituting a veritable fire hazard. However, when Governor Holland and his charming family took possession, January 1, 1941, it was decided that more living room was an absolute necessity and the legislature provided the funds which made possible the finishing of the third floor to provide more sleeping accommodations as well as a room fitted up as a playroom and study for the children of the family as well as the children of visiting friends.

The lower floor of the mansion is

devoted to a series of drawing rooms, one of which is fitted up as an office where the governor may work uninterruptedly, if occasion requires, and in which Governor Holland houses his own large collection of books relating to Florida life. During the administration of Governor Cone, one of the rooms on the first floor was converted into a sleeping room with private bath. Since the advent of Governor and Mrs. Holland that room has been restored to its original status as a drawing room. The second floor of the mansion is

(Continued on page 11)

Governor W. D. Bloxham during both his terms, 1881-85 and 1897-1901, lived at 410 North Calhoun street, shown above. The house is said to have been built in 1830. It still is in fine preservation.



Governor Napoleon Bonaparte Broward, the first to occupy the new "Mansion" lived, during the early years of his incumbency, in the above at 404 North Monroe street, now occupied by Mrs. Willis Brown.



The Whitfield home at 502 South Adams street, corner of Lafayette, which served as the "Governor's Mansion," during the terms of Governor Thomas Brown, 1846-53; Harrison Reed, 1868-73; Marcellus Stearnes, 1874-77, and George F. Drew, 1877-81.



# Hollands 'Invitingest' Persons . . .

By Allen Morris

Miami Herald Political Editor

ONE of the first domestic bargains which Mary and Spessard Holland reached was that guests always would be welcome at the Holland table.

'Twas Mary Holland who proposed that agreement and while its keeping often tested her kitchen wits, particularly years ago when the budget admitted of no emergency backlog in the family ice box, no one arose half fed.

Spessard Holland genuinely likes people; wants to have them 'round him. Long before he began practicing the science of politics, which is but winning friends and influencing people, the young Bartow lawyer found himself unhappy when there was no company for dinner.

It's both easier and harder nowadays, with Spessard as governor, for Mary to keep that bargain. It's easier because the facilities are present at the mansion for expanding the kitchen's output to feed unheralded guests. It's harder because the governor has 1,800,000 persons to draw his eating companions from, and before his four-year term is over a fairly large percentage of Florida's inhabitants will have dined at the mansion—at the expense of the Hollands, for the State does not pay the gubernatorial grocery bill.

(And while you don't hear Governor or Mrs. Holland complaining, the simple giving thought to the size of that bill—several hundred dollars a month, anyway—indicates where one-third goes of the governor's salary of \$9,000 a year. Less than the city of Miami pays its city manager, incidentally.)

Many a letter goes out from Tallahassee which says this, just over Spessard Holland's signature, "Hoping that you will come to see Mary and me whenever you are up this way." Seldom does Mary Holland leave a person without saying, "Be sure to come to see Spessard and me when you next are in Tallahassee."

The Hollands are the invitingest persons who ever have occupied the mansion and, just like Gov. Holland actually is downcast when the rare day occurs that there is no one to bring to lunch, so they are when the guest rooms are unoccupied. When the Hollands say, "Make yourself at home," they really mean it.

Fortunately for the Hollands, there are few days, indeed, when someone does not turn up at the mansion to take advantage of an invitation which long since may have been forgotten but sincerely extended nevertheless by some member of the gubernatorial family.

Demands of government being what they are, it is not unusual to have the mansion peopled for a day or so by two or more persons other than the Hollands; good folks who have been told to "make yourselves at home" and are doing so in the absence from Tallahassee of their hosts.

Now and then some laughing friend warns the Hollands that they had better beware of the proprietors of



The first lady who says "Be sure to come see Spessard and me when you next are in Tallahassee." Allen Morris, Miami Herald political editor, calls the Hollands the "invitingest" persons in mansion.

Tallahassee's other inns, the Floridan and Cherokee hotels, who may be in a suing mood over the patronage which they are losing to the mansion.

When the 6-year-old, war-minded son of a casual mansion visitor told at lunch of his enthusiasm for airplanes, Mrs. Holland went at once to the telephone and arranged with the commandant for a personally conducted tour of the big Tallahassee army air base. She devoted three hours to the pleasure of that small boy.

Before leaving for dinner in Miami one evening last winter—and while Gov. Holland and others waited—she tarried to choose from candy which had been sent her an assortment of pieces for the children of a State highway patrolman, and dispatch, vase and all, a prize armful of chrysanthemums to the wife of a newspaperman.

She took in for the night a roving British flying cadet, knew instinctively he would (Continued on page 10)



# CAPITAL CHATTER . . .

Governor Holland returned early this month from Indianapolis, where he testified before the Interstate Commerce Commission, well pleased with prospects for an early adjustment in freight rates which now give Florida producers a handicap over producers of some other of the Southern States . . . He urged a prompt decision for the relief of this State. . .

Harold M. Birtley, secretary of the Florida section of the American Road Builders association, has resigned to be connected with Shands & Baker, Jacksonville. . . Nearly 170,000 pounds of scrap metal was collected by the volunteer drive directed by Senator Leroy Collins in Tallahassee one Sunday last month. . . Salvage crews, riding donated trucks included State, county and city officials. . .

James H. Finch, Marianna, former member of the State legislature, has been named U. S. Commissioner for the Marianna division of the Northern District of Florida. . . Hillsborough River State Park, near Tampa, has been taken over by the U. S. Army and will be closed to the public for the duration . . . Governor Holland has been notified by the Federal Bureau of Census that 490,000 native Floridians do not have birth certificates. . . 80,000 of these are less than 20 years old. . .

Beauticians may cut hair at any hour of the day or night, according to an opinion given by Attorney General Tom Watson. . . Hours of barbers in the State are limited by the State Barber Board. . . State Superintendent of Public Instruction Colin English is urging Florida high schools to organize victory corps among their students. . . J. Edwin Baker, Umatilla, has been elected to the State senate from Lake County to succeed Major Thomas Cooley, who resigned to enter the armed service. . .

Doctors who sign commitment papers for allegedly insane persons to the State hospital do so at their own peril, according to action of the supreme court in reversing a case from Polk County. . . If the person making the complaint proves she was sane and committed by the doctors' report, she has cause for action against the physicians, the court said. . . L. F. Chapman, superintendent of the Florida State Prison, told the Kiwanis Club here that a crime wave is likely to follow the war and that the State should have new institutions to take care of more prisoners. . .

State chartered banks may ask the 1943 legislature to eliminate some of the 13 legal holidays now provided by law, according to Comptroller J. M. Lee. . . They are not required to close their doors on the legal holidays but many of their functions cannot be transacted on holidays. . . Lieut. H. Grady Lester, now stationed in Washington, D. C., is the first Florida serviceman to ask for a war ballot for the November general election, according to Secretary of State R.

A. Gray. . . The question of State inspection of shipments of AAA fertilizer into the State will be decided by a three-judge Federal court here October 26. . . Commissioner of Agriculture Nathan Mayo contends that such shipments should be inspected under Florida law. . .

But three percent of this year's enrollment at the Florida State College for Women is from out of the State, according to Dr. Doak S. Campbell, president, who advises expansion of the institution so that it can take care of more Florida students. . . Karl Roesch, representative of the Dixie Culvert and Metal company in the western part of the State, has been called to Jacksonville as assistant in charge of production of government orders now being handled by the company. . . He was secretary of the State Road Department from 1929 to 1933. . .

Governor Holland has given his endorsement to the proposed constitutional amendment setting up a State Fresh Water Fish and Game Commission. . . At a gathering of Central Florida sportsmen on Lake Apopka he said, "The child of the humblest parents must have an equal opportunity with the son of rich parents to enjoy the wildlife of Florida." . . Russell F. Hand, Miami, member of the Dade County school board has been removed by the governor for immoral conduct. . . Commissioner Mayo, agriculture, has telegraphed the Florida delegation in congress asking them to include price labor costs in Federal price-fixing legislation. . .

Superintendent J. H. Therrell of the State hospital has notified the State cabinet that it may be necessary to shut down on new admissions because of crowded conditions. . . County committing officers have been asked to cooperate. . . Judge H. L. Sebring, Gainesville, has been assigned to the second circuit for October and November because of the illness of Judge E. C. Love, Quincy. . .

A 30-year-old dragline used at the State prison farm for more than 12 years was recently sold for \$2,500. . . Bought for \$5,000 it had served its purpose at the farm and was no longer needed. . . "That's a good sale," said Secretary of State Gray. . . Common law provisions will be invoked in prosecuting violators of dimouts and other wartime regulations, according to a resolution adopted by the State Defense Council . . . It was prepared by Attorney General Watson. . .

S. D. Smith, Bradenton, chief deputy to the late C. J. Hutches, has been named sheriff of Manatee County after the appointment had been declined by Mrs. Hutches. . . Governor Holland declined the resignation of Walter R. Clark, removed sheriff of Broward County, when it was tendered last month. . . "I would have accepted it if it had been tendered before the suspension," said the governor. . . Dan W. D'Alem-

berte, supply clerk of State institutions for 13 years, has been granted a leave of absence to enter the Army as a lieutenant in the medical service. . .

Owners of automobiles carrying passengers in the car-savings clubs should protect themselves by getting damage waivers, according to Attorney General Watson who says the Florida law holds the owner liable for damage claims if any passenger is injured through his negligent driving. . . The supreme court has a new American flag, the gift of the Florida Federation of B'nai B'rith lodges. . .

Joe Peebles, Jr., has been elected a member of the house of representatives from Glades County. . . Because wholesalers did not take to it, the State institutions buying department has abandoned its attempt to establish a price ceiling on goods purchased . . . No bids were received. . . District headquarters of the Parole Commission have been moved from Arcadia to Bartow with G. Bowden Hunt in charge. . . Attorney General Watson has suggested a tax of one cent a barrel on oil moved through the trans-Florida pipeline. . .

Donald Loucks, former coach and mathematics instructor of Florida high school, the demonstration school of the Florida State College for Women, has been appointed to teach math in the U. S. Military Academy at West Point. . . C. C. Copeland, clerk of the Dixie County circuit court, has been given a leave of absence to enter military service as has Louis Carroll, constable in Palm Beach County. . . Ed Bentley, Democratic nominee for the Florida house of representatives from Polk County, has been commissioned a major in the Army. . . He has been advised that he will be permitted to serve in the 1943 session if he is in the U. S. next April. . . Commissioner Mayo has been advised that a British Columbian firm wants 500 to 1,000 tons of frozen or dried Florida orange, grapefruit or lemon peel. . . Florida's prison population dropped from 3,396 to 3,286 during August. . . FSCW students who are willing to speed up their chemistry and physics training to enter wartime industries are eligible to Federal loans for as much as \$500. . .

Report reaching Tallahassee shows that the Florida cancer death rate is 96.4 per 100,000 compared to 120.3 for the whole country. . . S. W. Hiatt, well known market specialist, has been appointed economic advisor for the State Agricultural Marketing Board. . . He will assist William L. Wilson, director of State markets, in plans for further aid to farmers of the State. . . Joseph Hartman, Jacksonville, has been reappointed to the State Board of Accountancy. . .

The week beginning October 4 has been designated by Governor Holland as Fire Prevention Week. . . Allan Parrish, Marathon, has been appointed to the Monroe County commission to succeed R. W. Craig, resigned

## MR. BACON JOINS PORTLAND CEMENT CO.

Florida Portland Cement Company announces the appointment of Mr. Devereux Bacon, Jr., as Assistant Director of Sales, with headquarters in Tampa.





**THEY'LL HAVE TO LAST FOR DURATION**—School buses, both those owned by the county schools and private operators, will have to last for the duration of the war, according to announcement by State Superintendent of Public Instruction Colin English. Many not so fortunate as Lake County (buses pictured above) will have to improvise ways to get children to school when worn buses go the way of the One-Horse Shay. Superintendent English, back from a conference in Washington, suggests: Frequent mechanical inspection of all buses and proper maintenance of both those owned by the counties and those owned by private contractors; surveys to find out whether bus routes can be eliminated or more efficiently set up; elimination of nonessential trips by buses, including those to pick up children who live within walking distance of schools; cooperation between adjoining counties to avoid duplication of routes by permitting children in one county to attend schools in another if they are closer; a campaign to find buses not now in use and inform counties which are short of transportation facilities.

## NEW GLASS INDUSTRY OFF FOR THE PRESENT

Several major obstacles will apparently prevent early capitalization of advantages offered in glass manufacture in Florida, according to report of a preliminary survey of the possibilities made by the State chamber of commerce during the month.

The survey was made since it appeared that Florida might have economic advantages to offer by reason of availability of raw materials, and a ready local market in the State's beverage, dairying and canning industries.

After stating major facts brought out by the survey, including the steel shortage, present capacity able to fill demand, and shortage of sugar, metal and rubber a large part of the normal market for containers, the chamber states that it is desirable that a continuing study be made.

"While there would appear to be little opportunity during the war for expanding the industry," says the report, "it is believed that on a cost basis Florida can make glass containers to compete with northern producers during normal times. It is therefore desirable that a continuing study be made of the problem, looking toward an aggressive promotion effort, grounded on a comprehensive survey, after the war. The State chamber has a consider-

able body of data which can be used as a starting point for such a survey."

## RECLAIMED TIRES CALL FOR SLOW SPEED RATE

Several large American automobile tire factories are beginning the manufacture of tires from reclaimed rubber and they predict they will give good service if the cars equipped with them are not driven more than thirty-five miles an hour.

How some of the people of this country, geared to a clip of forty-five, fifty or sixty miles an hour, will react to thirty-five is a matter of conjecture. However, reclaimed tires may prove a blessing in disguise. Cars so equipped must go slowly and one of the chief causes of traffic accidents is excessive speed.

Nor should we grumble. If driving on reclaimed tires is all some Americans will have to do to insure victory they are fortunate.

"Hey! Lady! Pull over to the curb! You were doing seventy-five miles an hour!"

"Yes, isn't it wonderful? And I just learned to drive yesterday!"

This is the season when a young man's fancy turns lightly to thoughts of love, with unpleasant results only when he fails to keep both hands on the wheel.

## HOLLANDS INVITINGEST

(Continued from page 8)

enjoy seeing a Florida natural wonder, Wakulla Springs, and spent an entire day in driving him there from Tallahassee and later back in time for cherry-faced Michael Clarke to catch his train for Clewiston.

Such generous gestures as these are more than the random sympathies of a warm-hearted woman—they are typical manifestations of Mary Holland's whole-souled neighborliness. She has used her position as First Lady of Florida as an agency for helping people to more of life's abundance.

With all this, she has done a right fine job, too, of raising a family. There are Spessard Lindsey, Jr., known to all as Lindsey, a pocket-cash earning musician destined for the marines when he completes college; Mary Groover, likewise musically inclined; Billy Ben, who runs errands for a sporting goods store, and lovely Ivanhoe.

Raised in an atmosphere of daily guests for lunch or dinner, these youngsters could not be other than perfectly poised and capable of adapting themselves to any sort of gathering. Like their parents, the democratic Holland boys and girls enjoy people—or certainly give the impression that they do.

Any child who visits the mansion becomes at once the charge of the Holland youngster of corresponding age and sex, a task at which ordinary children would balk. Ivanhoe, Billy Ben and Mary Groover, however, soon discover what the mansion's guests like to do and throw themselves with energy into doing just that.

One of the campaign pledges which Spessard Holland had no difficulty in keeping after he came to the mansion was the opening of the big drive inside the fence to



skating children—the grounds having been forbidden to neighborhood youngsters during the Cone administration because of the governor's illness.

Children now may be found splashing in the goldfish pond to the side of the mansion, running with the household dogs through the halls, skating on the semi-circular drive from the highway beyond the gates, or playing ball in the kitchen court with Julius or Martin or Henry of the servant staff.

Up under the eaves, in the new third-floor rumpus room, the phonograph sometimes grinds out popular tunes for hours for the pleasure of the younger Holland generation and guests—Tallahassee and visiting. Enjoying State-wide friendships, the Holland juniors, like their elders, like to fling wide the mansion doors for youngsters invited from the Perdido to the Straits of Florida—from one extreme of Florida to the other.

## THE GOVERNOR'S MANSION

(Continued from page 7)

devoted to living rooms, dining rooms and bedrooms for use by the family of the occupant.

For a building of its size and the uses for which it was intended, the governor's mansion is lacking in rooms in which great receptions might be held and it is explained by citizens who were active in civic affairs as well as affairs of State at the time the building was planned and erected, that the great growth and importance of not only Tallahassee but of the State was not anticipated and the plans were for the accommodation of the small parties customary in those seemingly remote days.

Notwithstanding the physical handicap presented by the construction of that section of the mansion devoted to entertainment, many brilliant receptions have been held during the 35 years since its erection, particularly during legislative sessions, every biennium. The mansion, too, has been the scene of many smaller receptions in honor of celebrities who, from time to time, have been entertained by recurring governors of the State.

Probably one of the most outstanding of entertainments given in honor of National or international celebrities was that given by Governor Hardee in honor of John Hays Hammond who had been designated by President Collidge as his representative at the celebration of the Centennial of Florida's assumption of territorial status in the United States. Hammond, an American, had achieved wealth and fame as a mining engineer who, in partnership with the equally famous Cecil Rhodes of Rhodes scholarship fame, incurred the wrath of the Boers in South Africa because of their plans to develop the gold mining possibilities of the Transvaal. Hammond remained the guest of Governor Hardee for several days and won the high regard of those with whom he was thrown in contact by his democratic attitude and his deep interest in the details of the centennial celebration.

Another occasion when a celebrity was entertained was when Vice President Marshall visited Tallahassee as the guest of Governor and Mrs. Park Trammell. Harry Hopkins,

now very much in the public eye as the fides achates of President Roosevelt, visited Tallahassee during Governor Sho'tz's administration and was given a reception at the mansion which was attended by the socialites of the State.

Though Governor and Mrs. Holland have been in residence but little more than a year and a half, they have entertained many celebrities, some of them of world-wide fame as for instance, Helen Keller, who, in spite of handicaps which would have deterred most men and women, has risen to cultural heights which have astonished the civilized world and made of her an international character. Another celebrity of the financial world entertained by Governor and Mrs. Holland is Horton C. Rorick of Toledo, Ohio, interested in the reclamation of the Florida Everglades.

The Hollands also have entertained at the mansion, Mrs. Ruth Bryan Rohde, daughter of the late William Jennings Bryan and herself an international character in that she was the first American woman to be named as minister to a foreign country, in her case, Denmark. Mrs. Osa Johnson, the widely known big game hunter and explorer of the wilds of Africa also has been a guest at the mansion. Bishop Lee of the Episcopal church, who spent 40 years in Japan, was another celebrity entertained by the Hollands, as was Major General T. H. Shen, Chief of the Chinese military mission to the United States.

The only bachelor governor to hold office in Florida, at least since the governor's mansion was built in 1906, was Governor Gilchrist 1909-1913. However, during his regime, Governor Gilchrist's mother was installed as hostess but there was not so much in the way of open house hospitality during his regime as there was before or since his administration.

But, the governor's mansion referred to above was not the only "mansion" to be occupied by the men who have been governors of Florida since territorial days or even since admission to statehood in 1845. One of the outstanding of such early "Governor's Mansions" was the Call mansion on First avenue, almost just across the street from the present governor's mansion and now known as the Grove Hotel. It is said to have been built in 1836. It was occupied as a residence by Richard Keith Call, during his two terms as territorial governor, 1836-39 and again 1841-44.

Before taking up his residence in the new mansion, Governor Broward lived at 404 North Monroe street in a house now occupied by Mrs. Willis Brown. The building is said to have been erected in 1847. Governor Bloxham, the only governor since statehood to have served two terms 1881-85 and 1897-1901, lived at 410 North Cal-

houn street during both terms. The Mrs. G. T. Whitfield home at 502 South Adams street, corner of LaFayette served as the governor's mansion during the terms of Thomas Brown, 1849-53; Harrison Read, 1868-73; Marcellus Stearnes, 1874-77, and George F. Drew, 1877-81.

The Williams home at the southeast corner of North Calhoun and Carolina streets is another governor's mansion of the Reconstruction era when it was occupied by General J. G. Foster during the military regime following the War Between the States, and later by William Marvin appointed as provisional governor by President Johnson, in 1865. There must be many more old time governor's mansions scattered over the city of Tallahassee but many of those which have been so occupied have been replaced by newer structures while others evidently have been lost sight of.

O. C. Parker, the contractor who built the present governor's mansion, still lives at 415 West College avenue and since building the mansion has built many other outstanding structures of which Tallahassee can boast. It will be remembered that his contract price for the building of the mansion was \$21,242.00. Asked what the building would cost now he said that with present prices for lumber and other materials and present cost of labor he doubted that it could be built for less than \$125,000.00. Lumber which cost him \$10 per thousand feet now costs from \$90 to \$125 per thou-

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sand and skilled labor now is paid almost as much per hour as he paid per day 35 years ago. He explained that the columns which grace the entrance to the mansion are of white cedar and were sent to Tallahassee from Chicago, while the mantels and other interior trim were made in and shipped from Atlanta, Ga.

H. J. Klutho, the architect who designed the mansion, was and is one of the leading members of his profession in Florida. In addition to the mansion he designed the additions which have been made to the State Capitol, including the present dome which replaced a rather insignificant "cupola" which surmounted the original structure. Those additions, including the new dome, were built by O. C. Parker, builder of the mansion, as told above. Klutho also planned and Parker also built several of the larger buildings on the campus of the Florida State College for Women.

In addition to Governor Broward, the governors of Florida who have occupied the mansion since its erection in 1906 are Albert W. Gilchrist, 1909-13; Park Trammell, 1913-17; Sidney J. Catts, 1917-21; Cary A. Hardee, 1921-25; John W. Martin, 1925-29; Doyle Carlton, 1929-33; David Sholtz, 1933-37; Fred P. Cone, 1937-41, and Spessard L. Holland, the present governor.

The writer is indebted to Mrs. A. J. Henry of 617 North Calhoun street, Tallahassee, for much of the data regarding historical incidents contained in the foregoing brief history of Florida's Executive Mansion. All photographs are by Ray Robie, Department of Agriculture staff.

## DEPARTMENT MINUTES

(Continued from page 3)

ning September 1, 1942, under the same terms of the previous lease, provided that said lease shall include the provision incorporated in the lease agreement covering said bridge in 1938 to the effect that all rentals paid by the Department shall be applied to the payment of the City's bond obligations.

### RENUMBERING OF ROADS IN STATE SYSTEM

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that authority for carrying out the provisions of Chapter 20720, Laws of Florida, Acts of 1941, relating to the renumbering of roads in the state highway system, be and it is hereby placed in the hands of the Chairman and the State Highway Engineer, with instructions to proceed according to their best judgment.

### COST OF WIDENING BRIDGES

On motion of Mr. Stockton, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that the cost of making alterations in the Amelia River Bridge, on State Road 13 between Fernandina and Yulee, and of widening or making other alterations in any other bridges, requested of this Department by United States Engineers on account of the widening or deepening of navigable streams, be charged to the Emergency Fund of this Department.

### REQUEST FOR AMENDMENT TO TRUMAN-HOBBS ACT

On motion of Mr. Stockton, seconded by Mr. Townsend, the following\* resolution was adopted:

WHEREAS, due to the increase of water-borne traffic upon the navigable

waters within the State of Florida, and the authorization of the barge canal by the Congress across the State of Florida, the State is faced with the prospect under existing Federal laws, and when required by United States Engineers, of paying the whole expense of altering existing state bridges constructed under War Department permits over such navigable waters, to facilitate the passage of such traffic; and

WHEREAS, the State Road Department of the State of Florida has been required to alter, at its expense, the Amelia River highway bridge on Florida State Road 13 between Yulee and Fernandina, Florida, although the expense of altering the Seaboard Air Line Railway Bridge at the same point is borne by the Federal Government under the provisions of the Truman-Hobbs Act (54 Stat. 497; 33 U.S.C.A. 511) inasmuch as said Act is interpreted by Colonel Albert H. Burton, Colonel, Corps of Engineers, Assistant, Operations Branch Construction Division in the Office of the Chief of Engineers, War Department, Washington, D. C., in letter dated August 18, 1942, to the Chairman of the State Road Department, to mean that only railroad bridges or combined railroad and highway bridges are covered by said Act; and

WHEREAS, said Act discriminates unfairly against the States and in favor of the Railroads, and particularly against the State of Florida which has no combined railway-highway bridges, and because of the sharp decrease in the only source of the Florida's highway revenues, the State tax on gasoline, due to gasoline and tire rationing, it is unfair to thrust this additional expense upon the State, which is already finding it difficult under its declining revenues to meet necessary highway construction and maintenance requirements.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of the State of Florida, that Florida's Senators and Representatives in the Congress be requested to investigate this situation and take steps immediately to secure passage of an amendment to the Truman-Hobbs Act so as to place state highway bridges on a parity with railroad bridges or combined highway and railway bridges to equally share the benefits of said Act; and that such amendment be made retroactive to August 1, 1942 so as to include the cost of altering and enlarging said Amelia River Bridge, already incurred.

BE IT RESOLVED that the Secretary of the Department transmit immediately to Florida's Senators and Representatives certified copies of this resolution.

### PAVING ON UNIVERSITY CAMPUS

On motion of Mr. Townsend, seconded by Mr. Lindsey, the matter of paving on the grounds of the University of Florida was referred to Mr. Stockton.

### PAYROLLS FOR EMPLOYEES ON HOURLY BASIS

On motion of Mr. Townsend, seconded

by Mr. Stockton, it was agreed that semi-monthly payrolls for employees carried on an hourly basis will be authorized in any Division which desires to make use of this practice.

### CLAIM AGAINST PASCO COUNTY

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

BE IT RESOLVED that any action for collection of the claim against Pasco County on its surety bond in the sum of \$11,291 be deferred until such time as the Department is ready to determine the procurement of right of way on Road 15 through said county.

Those voting Yes: Townsend, Ward and Johnson; voting No: Stockton and Lindsey.

Mr. Stockton requested that the record show his objection for the reason that the motion implies that the settlement of the claim against Pasco County will be contingent upon the action of Pasco County in procurement of the right of way for Road 15, Mr. Lindsey requested that his vote be recorded for the same reason.

### RULES FOR USE OF RADIOS IN CONVICT CAMPS

On motion of Mr. Stockton, seconded by Mr. Townsend, the Board adopted the rules for the use of radios in convict camps as provided by the State Highway Engineer, dated September 23, 1942.

### CLAIM OF JAS. H. CRAGGS CONSTRUCTION COMPANY

On motion of Mr. Stockton, seconded by Mr. Lindsey, settlement of the claim of Jas. H. Craggs Construction Company, on Project 57 (3), Road 3, Nassau County, was authorized in the sum of \$1,250.

### CONSTRUCTION OF OVERSEAS HIGHWAY

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that the letter from the Chairman of the State Road Department to the Federal Works Agency, attention of Mr. Snead, dated September 25, 1942, covering the construction of the

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Overseas Highway, be and the same is hereby affirmed by this Department.

#### MAINTENANCE IN DADE COUNTY

On motion of Mr. Stockton, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, the State Road Department agreed at its meeting of February 27-28, 1942, to take over for maintenance certain roads in Dade County, provided the County acquired right of ways for same satisfactory to the Department; and

WHEREAS, Dade County has furnished the Department a certificate to the effect that the County-maintained portions of said roads have been so maintained for four years or more and right of ways of said roads so maintained are dedicated to the public under the statutes; and

WHEREAS, since it is necessary to acquire right of ways to widen said roads to standard uniform widths, and to clear such right of ways of said roads, including the maintained portions of adverse title interests including encroachments, the County has proposed to the Department that the County will acquire titles to same, which will be satisfactory, although in some instances it is impracticable to secure a fee simple title of record, in the County's name, and then convey the right of ways to these roads to the State by warranty deed, and enter formal agreement with the Department to protect and defend the full legal title to such right of ways, and save harmless the Department, its officials and employees from liability because of any failure or defect of the legal title to such right of ways;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it is willing to accept such title to the right of ways for said roads on the basis aforesaid, provided that the Department's Division Engineer of Right of Ways and Attorney shall be satisfied that the County has complied with the provisions of this resolution, and with the further proviso that in case of the failure of the title to any part of any of said roads, the Department reserves the right to discontinue maintenance of such road or roads until the County shall cure such failure of title and pay all damages suffered by the Department by reason thereof.

#### ORANGE COUNTY

Judge John G. Baker and Mr. Campbell Thornall, County Attorney, appeared as a delegation from Orange County, and were accompanied by all Members of the Board of County Commissioners.

Judge Baker spoke of their interest in the Plymouth-Mt. Dora Road, a section of State Road 2 and U. S. Highway 441.

Mr. Thornall stated that the County Commissioners of Orange County, had adopted a resolution favoring the adoption of the Gas Tax Amendment and that they would put forth active effort toward this end.

He made the following requests:

1. Reconstruction of Road 2, U. S. Highway 441, from Mt. Dora to Plymouth. He stated that the county had acquired new right of way for this road at an approximate cost of \$25,000.

2. Reconstruction of Road 22 from the West county line east to the St. Johns River, approximately 45 miles. He stated that this is an important connecting link between the East Coast and Central Florida, and is also a National Defense Project.

3. Construction of a connecting link from the South end of Road 208 to Federal Route No. 19, stating he believed this road would relieve the main arteries and also open a route from a rich agricultural section.

4. Maintenance of 106 miles of road in Orange County. This request was supported by figures showing that Orange County is not receiving what it considers its share of maintenance, as compared with other counties in the Fifth District.

#### SEMINOLE COUNTY

Senator E. F. Housholder spoke in behalf of Road 3 through Sanford which he described as a dangerous bottleneck, seriously affecting the prompt movement of troops. He said the City of Sanford is ready to obtain the right of way necessary to the relocation of this project. He also spoke of Road 203 through Oviedo.

#### BROWARD COUNTY

Mr. Lindsey presented a resolution from the Board of County Commissioners of Broward County requesting the construction of Road 52 leading to the Naval Airport near Fort Lauderdale, with the use of Surplus Gas Tax funds of Broward County for that purpose.

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that the Department's recommendation to Broward County is that application be made for Road 52 to be designated as an Access Road, for construction from Access Road Funds, for the reason, among others, that it would not be possible at this time to obtain priority order for materials on the project without military approval. It is further suggested that the County seek the necessary recommendation of Naval Authorities in support of their application.

BE IT FURTHER RESOLVED that the Road Department offers its cooperation in this matter.

#### DINNER INVITATION FROM CHAMBER OF COMMERCE

Secretary Slaughter of the Greater Orlando Chamber of Commerce appeared at this time and invited the Members and all Department personnel present to attend a luncheon to be given for them with the compliments of the Chamber of Commerce.

#### RESOLUTION OF THANKS

On motion of Mr. Stockton, seconded by Mr. Lindsey, a vote of thanks and appreciation was given to the Messrs. William Day, E. C. Langston and L. B. McLeod

for the entertainment and dinner, to the Greater Orlando Chamber of Commerce for the luncheon, and to the San Juan Hotel for all courtesies extended.

#### ADJOURNMENT

There being no further business at this time the meeting was adjourned.

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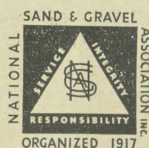
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# Department of Public Safety

J. J. Gilliam, Director.....Tallahassee  
W. B. Lindsay.....Tallahassee  
Supervisor of Drivers' License Division  
Captain J. Wallace Smith...Tallahassee  
Executive Officer  
Captain Fitzhugh Lee.....Lake City  
Northern Division  
Lieutenant Reid Clifton.....Chipley  
District Headquarters  
Captain H. C. Martin.....Bartow  
Central Division  
Lieutenant Olin Hill.....Bartow  
District Headquarters  
Lieutenant A. C. Yonally.....DeLand  
District Headquarters  
Captain S. A. Senneff...Ft. Lauderdale  
Southern Division  
Lieutenant Tobe A. Bass.....Ft. Myers  
District Headquarters

The "batting average" of the State Highway Patrol is excellent so far this year. There has been a steady decrease in highway accidents and deaths over the same period last year.

While some grandstand managers, operating on a hunch, claim the decrease is due to gasoline rationing—our records offer positive proof that the decrease in traffic deaths in this State is greater than the decrease in highway travel. We are keeping statistical records on the performance of our players and guesswork has no part in the activities.

Using the month of July for example, we find that motor vehicle travel decreased 25.8% from the corresponding month last year; and traffic deaths decreased 41.2%. This shows a positive decrease in traffic fatalities of 15.4% which definitely proves that the modern scientific methods which are used to direct patrol activities are responsible for the safety benefits Florida motorists are now enjoying.

The traffic problem is by no means passe as a study of highway accidents will reveal. These records are made possible by a provision in the "Florida Regulatory Traffic Law," making accident reporting to the Department of Public Safety mandatory. Drivers of motor vehicles involved in an accident and investigating officers and coroners are required under this law to report all accidents resulting in an injury to or a death of any person or a total property damage to an apparent extent of \$50.00 or more. Standard accident report forms have been sent to sheriffs, police departments and other interested organizations; State highway patrolmen also carry a supply. Every effort is being made to make these forms easily available and they can be obtained direct from the Department of Public Safety at Tallahassee, if desired.

We are aware of many accidents which are not being reported. However, it is hoped that this lack of cooperation can be overcome without enforcement becoming necessary.

This department is cooperating with all law enforcement agencies and other organizations in an effort to aid in promoting traffic safety. When requested—the Department is aiding by preparing special reports relating to various phases of the traffic problem.

Some of the questions answered by this bureau are:

What Is Our Traffic Problem Today?  
What Particular Types Of Accidents Are Most Seriously Affecting Highway Safety?  
Under What Conditions—(Weather, Time, Road Conditions, Etc.) Are Accidents Occurring?  
Is The Traffic Accident Rate In Our City Or County Decreasing Or Increasing?  
Will You Please Send Me Suggestions For Improving Our (City Or County) Traffic Records System.  
Please Send Us Some Material To Aid In Our Safety Educational Program (Material To Be Used For Children, Ages— In Schools, Or For Adults.)

Many other special reports are requested. The amount of material available for this work depends in a large measure on the number of reports received by this department, and the completeness with which they are made out.

These reports are carefully analyzed and statistics compiled which aid in directing the activities of state patrolmen. This is known as selective enforcement, which is the reason for our excellent batting average in coping with traffic problems and promoting highway safety.

## SEPTEMBER MOTOR ACCIDENT EXPERIENCE

These tabulations are obtained from reported accidents sent in by police officers and operators of motor vehicles, as required by the Florida Regulatory Traffic Law. Additional tables of statistical traffic data may be obtained by applying to Department of Public Safety, Division of Florida Highway Patrol, J. J. Gilliam, Director.

### WHAT DID THEY HIT?

	Fatal		Number		Accidents	
	Accidents		Killed		All % All	
Total Accidents	25	29	292	100		
Collision of motor vehicle with another motor vehicle	3	5	162	55		
Pedestrian	8	8	30	10		
Railroad	1	1	3	1		
Animal-drawn vehicle			1			
Bicycle	3	3	13	4		
Animal (all types)	1	1	10	4		
Fixed object			4	1		
Overturned in road	2	2	10	4		
Ran off road	5	7	57	20		
Other non-collision	2	2	2	1		

### WHEN DID THEY HAPPEN?

Total Accidents	25	29	292	100
Monday	6	7	32	11

Tuesday	4	4	44	15
Wednesday	3	3	36	12
Thursday	3	5	49	17
Friday	4	5	45	16
Saturday	4	4	50	17
Sunday	1	1	36	12

### WHAT TIME DID THEY HAPPEN?

Total Accidents	25	29	292	100
A. M.				
12-1			12	4
1-2			8	3
2-3			8	3
3-4			8	3
4-5			6	2
5-6	2	3	2	1
6-7			8	3
7-8	2	5	12	4
8-9	1	1	10	4
9-10			12	4
10-11			15	5
11-12	1	1	7	2
P. M.				
12-1			7	2
1-2			10	3
2-3	1	1	12	4
3-4	1	1	12	4
4-5	1	1	17	6
5-6	1	1	18	6
6-7	1	1	18	6
7-8	2	2	16	5
8-9	3	3	16	5
9-10	4	4	20	7
10-11	2	2	11	4
11-12	2	2	19	7
Not stated	1	1	8	3

### WHY DID THEY HAPPEN?

	Accidents		
	Fatal	All	% All
Total Violations	23	351	100
Driver had been drinking	4	59	17
Driver fatigued or asleep	1	13	4
Exceeding stated speed limit	8	75	21
Exceeding safe speed	2	33	9
Followed too closely		3	1
Disregard of signs and signals	2	37	11
Failure to yield right-of-way		39	11
Wrong side of road not in passing	4	43	12
Improperly parked vehicle		5	1
Improper start from parked position		4	1
Improper passing		9	3
Improper turning or failure to signal turn		13	4
Improper lights		1	0
Inattention or reckless driving	2	17	5

### CONDITION OF VEHICLES—

DEFECTS	3	43	100
Defective brakes	1	14	33
Other lights or reflectors defective	1	2	4
Steering gear defective		8	19
Puncture or blowout	1	10	23
Worn smooth tires		6	14
Other defects		3	7



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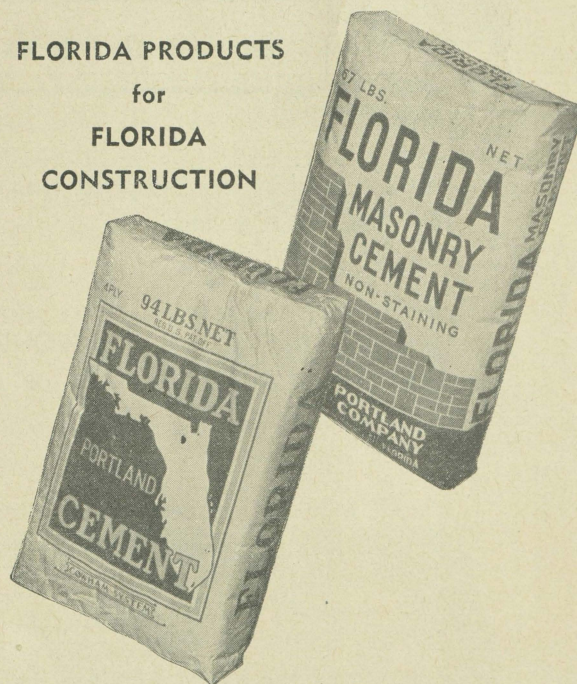
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